

Prudence.

To the Editor of The N. Y. Tribune.
Sir: In The New-York Times of December 10, in an article on "British Interference Fifty Rebutted," read the following:

"We know that we possess the power, without taking a single soldier now facing the Rebels, to knock away Canada like a gossamer; and without losing a single vessel from our blockade, to sink every ship in the British navy as if they were cock-shells."

You will agree with me, Mr. Editor, this casting firebrands, even in play, is hazardous if we have no water at hand to put out fire.

There is great confidence in the public mind as to the power of our Navy. Circumstances in our past history, to say nothing of the sanguine expressions indulged in from time to time by writers for the press, have put the public mind at too much ease on this important subject.

In the War of 1812-'14 we exhibited great and unexpected power on the sea. To the personal knowledge of the writer, fleet American sailors (privates) knew that he had no property except some articles of jewelry. An application was made by Abbot's counsel to appoint a receiver, and the Judge appointed Richard C. Beswick, esq., as receiver, bonds to be given in \$500.

SUPREME COURT—CIRCUIT—JAN. 31.—Before Justice J. BREWER.

THE VERDICT IN THE MILLSPUGH CASE—ADAMS'S PROPERTY.

Philip J. Ashton, agt. Seb Adams.

The defendant in this suit recently figured prominently in defense in the Millspugh Case, *c. vs. c.* He was brought up in this action to be examined on supposed conspiracy to commit perjury. The court held him in *contempt*, and which was sustained by the Sheriff, amounted to \$43. On his examination, M. Adams avowed that he had no property except some articles of jewelry. An application was made by Abbot's counsel to appoint a receiver, and the Judge appointed Richard C. Beswick, esq., as receiver, bonds to be given in \$500.

SUPREME COURT—CIRCUIT—JAN. 31.—Before Justice J. BREWER.

PRACTICE—ASSIGNMENT—STATUTE OF LIMITATIONS.

Trustee of the Estate of Hobartman, agt. Charles W. Foster, et al.

This action was on a note for \$10,000, and the defendant pleaded the statute of limitations. To take it out of the case, he offered a general assignment made by defendant, in which this note was included, before the limits expired. The question presented was—the execution and delivery of the assignment a sufficient acknowledgment to take the case out of the statute of limitations. The Judge held that the assignment was a sufficient acknowledgement to take the case out of the statute of limitations, and that the action having been brought to within six years after such acknowledgement the plaintiff was entitled to recover.

When peace ensued, we were wise enough to cling to our newly fashioned ships. The result was, we soon had the monopoly of carrying passengers across the Atlantic. For other than steerage passengers, English vessels did not attempt to compete with our ships; and this supremacy was fully maintained up to the success of steamships. The Sirius and Great Western, in 1837. Steam on the ocean soon quite ended the passenger business with "the American fast sailing packets."

From the success of ocean steamships, England at once proceeded to encourage the building of first-class commercial steamships. She has now thousands of these ships in her commercial service, few if any of which are inferior to the Alabama or the Florida. In the Crimean war a number of these ships were promptly put into the Government service.

It was a great national oversight that we yielded to England in ocean steamers. The American or Collins line failed because our Government withheld it from the patronage which England bestowed on the Guard and other lines. We have not now an American steamship sailing between any United States port and England.

During our long peace, we did little or nothing to build up our navy. At the commencement of the present war, as Secretary Welles says in his late report, we scarcely had ships or sailors.

It is true, that since April, 1861, we have expended forty or fifty millions of dollars in constructing new vessels. And what have we got in return? I will answer by quoting from a communication published in The Times in July last, signed by two of New-York's most eminent shipping merchants:

"During the past three years of war for our national existence, in which our commerce has been of the mercy of Rebel privateers, and our coast thronged with blockade-runners, and the contingency of hostile relations with the great naval powers of Europe impending, we have expended twenty-two millions of dollars in building a fleet of craft, which can neither go to sea, protect our commerce or engage with Rebel privateers, nor cope successfully with proper contraband harbors, and, which, in the event of war with a foreign nation would be entirely useless for all sea-going purposes."

These, Mr. Editor, we grant are truthful words. The nation is leaning too much on the new class of vessels called *Monitor*s. I feel this confidence will in the hour of need prove fatal. I would dispense the value of the counsels of no class of men; but I grieve that while so many who have the public ear are crying safety, safety, the business being prosecuted up to the height of its capacity. But our pig-headed townswoman, Wm. Fos-ter, always foreseen in every good set, whether business or patriotism, with characteristic energy is already at work among the squandering ruling to rebuild, so that our town, Constantia, will still hold its place as the factory town of old Oswego."

PANTHER CAPTURED.—A correspondent writes from Cleveland, Oswego Co., Jan. 26: "The Eagle Tannery of this place was burned this morning, occasioned unquestionably by accident; less very heavy, the business being prosecuted up to the height of its capacity. But our pig-headed townswoman, Wm. Fos-ter, always foreseen in every good set, whether business or patriotism, with characteristic energy is already at work among the squandering ruling to rebuild, so that our town, Constantia, will still hold its place as the factory town of old Oswego."

INTERESTING EXPERIMENT.—On Saturday last the long-talked-of experiment of exploding a submarine torpedo in an oil well, to enlarge its producing capacity, was tried in the "Ladies' Well," on the Wm. Folsom estate, just below Thruville. The torpedo exploded four pounds of powder, and raised the depth of four feet and one-half-inch. The explosion sent up thirty feet into the air, and made the ground groan for thirty feet in the aquatics of death. The flow of oil, water, and paraffine continued for some ten minutes, when the disturbance subsided gradually, and oil appeared on the surface as fast as it could be dipped out with a sand-pump.

SOMETHING LIKE A PANIC IN QUEBEC.—The city was wild with rumors yesterday morning that a number of Americans had crossed the St. Lawrence at different points between Ogdensburg and Cape Vincent, and that they had laid on the banks at Brockville, in retaliation for the St. Albans affray, each person over one had a different story, while all concurred in the idea that war would begin, so as it could not be avoided. The whole gist of the matter is that private telegrams were received, we believe, at the office of Attorney General West, from the Bank of Montreal, stating that it had trustworthy information that a raid was contemplated upon its branch at Brockville by a gang from the other side under the leadership of one Burleigh, who lately escaped from the Kingston Penitentiary, and asking for advice and assistance in the matter. The money was not removed, and again, until public attention is thoroughly aroused,

IT MAY BE ASKED, what can be done to remedy the mistake which has been made? I answer, stop, and stop at once, all operations, all expenditures in the construction of Monitor vessels; collect all that have been built, take out their guns that may be useful for use, and sell the remainder, engines and all, for old iron, copper and brass. Having done this, let us call to our immediate aid the experienced ship-builders and engineers of the country, and build as speedily as possible the best ships we can, and the world can build no better. Then we shall soon have a class of vessels which can go to sea, engage Rebel cruisers, and protect our commerce.

The moment we abandon the worthless class of vessels we have been squandering our money upon and discredit our present policy, we shall relieve thousands of American sailors, artisans and laborers, who are now watching and trying in vain to operate them, and whose labor, night and day, is as of little practical consequence to the country as though they were standing over "Quaker guns." That moment, too, we shall be honest with ourselves and with the country. It is better to confess error and retract our steps now than to do so hereafter, when we have hazarded still more.

With the originators and builders of the new class of vessels, the public has parleyed long enough. Much has been given, and nothing returned, but promises which always happened to fail of realization. If they really believe themselves that they have built anything which is of value to the Navy Department, and still insist on building more, I say they are bound to give practical evidence of their own industry. With those gentlemen bring out the best vessels they have yet built and put them side by side with the Cunarders or other ocean steamers on a trial trip, that the public may know their real utility as sailing vessels! Will they give further evidence to the public of the confidence in their own vessels, by themselves stepping on board of them and offering to remain there until they have made the voyage to the banks of Newfoundland? Is this asking much? What iron ships, in which the bullocks themselves dare not go to sea! Do you think, Mr. Editor, a fleet of such vessels would be as dangerous to England as they would to our sailors, in case of a war?

The apparent success of the first Monitor started a fever, mental, physical and financial, in the direction of building ships. The first Monitor cost \$160,000. As we have since expended *thirty or forty millions* in building the same class of ships, the *momentum* in their favor has increased with the amount expended, in accordance with the law of force. It has seemed irresistible at the Navy Department for full three years and almost so, during all that time, with a confiding, patriotic, but ill-informed public. But it should and must be arrested now, or in the future we shall dearly pay for our want of courage to abandon that which experience has proved to be worthless.

I know the talent, skill and resources of this country. In a war with England we should ultimately be more than victorious. What navy she could put on the sea would be vanquished in time. But, sir, I am equally persuaded that in the event of an immediate war with that power, we should require five years to build and put about equal to what her navy now is. Mean-while, the injury England could inflict on us, because of the inefficiency of our naval defense, would be beyond all calculation in mere dollars and cents. I should greatly prefer to write in more cheerful terms respecting our navy, but an honest regard for truth will not permit.

The following statement shows something of the means which England has for building iron ships:

The iron-mill business is done in ship building upon the Clyde is notable, and this business increases almost solely at the expense of the United States, which is being fast left behind in this branch of industry in consequence of the civil war. There are now thirty-four large yards for ship building on that river, and during the past year the number of steamers launched from them has been 141, of which seventy-two were paddle-

steamers, and 69 screw propellers, with an aggregate of 22,040 horse-power. Besides these were launched 40 sailing ships, the whole reaching an aggregate of 151,994 tons. In addition to those launched there are now in various stages of forwardness 104 steamers, 17,679 horse-power, 47 being paddle, and 57 screw, with 34 sailing ships, the aggregate tonnage of all which amounts to 118,765 tons; making a grand total of 119,126 screw steamers and 74 sailing vessels, with a combined tonnage of 370,740 tons and 40,719 horse-power. Of this large number of vessels, only two were of wood.

LAW INTELLIGENCE.

SUPREME COURT—CHAMBER—JAN. 31.—Before Justice J. BREWER.

THE VERDICT IN THE MILLSPUGH CASE—ADAMS'S PROPERTY.

Philip J. Ashton, agt. Seb Adams.

The defendant in this suit recently figured prominently in defense in the Millspugh Case, *c. vs. c.* He was brought up in this action to be examined on supposed conspiracy to commit perjury. The court held him in *contempt*, and which was sustained by the Sheriff, amounted to \$43. On his examination, M. Adams avowed that he had no property except some articles of jewelry. An application was made by Abbot's counsel to appoint a receiver, and the Judge appointed Richard C. Beswick, esq., as receiver, bonds to be given in \$500.

SUPREME COURT—CIRCUIT—JAN. 31.—Before Justice J. BREWER.

PRACTICE—ASSIGNMENT—STATUTE OF LIMITATIONS.

Trustee of the Estate of Hobartman, agt. Charles W. Foster, et al.

This action was on a note for \$10,000, and the defendant pleaded the statute of limitations. To take it out of the case, he offered a general assignment made by defendant, in which this note was included, before the limits expired.

The questions presented were—the execution and delivery of the assignment a sufficient acknowledgment to take the case out of the statute of limitations.

The Judge held that the assignment was a sufficient acknowledgement to take the case out of the statute of limitations, and that the action having been brought to within six years after such acknowledgement the plaintiff was entitled to recover.

Joel T. Hart has nearly completed at Florence his statue of Henry Clay for the city of Louisville, Ky., on which he has been employed so long. He is now at work on a group entitled "Beauty's Triumph," wherein a maiden assailed by Cupid breaks the young rogue's bow, tramples on his quiver and catches or turns aside his arrows with a success said to be unusual in real life.

IMMIGRATION FOR OHIO.—The annual report of Beno Speyer, Commissioner of Immigration for this State, is as follows:

1862. **1863.** **1864.**

Ohio... Ind. 126. 126. 126. Ind. Ind. Ind.

Ind. 22. 22. 22. Ind. 126. 126. 126. Ind. Ind. Ind.

Ohio... Ind. 24. 24. 24. Ind. 10. 12. 12. Ind. Ind. Ind.

Ind. 128. 128. 128. Ind. 83. 83. 83. Ind. Ind. Ind.

Ohio... Ind. 35. 35. 35. Ind. 80. 80. 80. Ind. Ind. Ind.

Ind. 312. 312. 312. Ind. 75. 75. 75. Ind. Ind. Ind.

Ohio... Ind. 55. 55. 55. Ind. 65. 65. 65. Ind. Ind. Ind.

Ind. 55. 55. 55. Ind. 70. 70. 70. Ind. Ind. Ind.

Ohio... Ind. 55. 55. 55. Ind. 75. 75. 75. Ind. Ind. Ind.

Ind. 55. 55. 55. Ind. 80. 80. 80. Ind. Ind. Ind.

Ohio... Ind. 55. 55. 55. Ind. 85. 85. 85. Ind. Ind. Ind.

Ind. 55. 55. 55. Ind. 90. 90. 90. Ind. Ind. Ind.

Ohio... Ind. 55. 55. 55. Ind. 95. 95. 95. Ind. Ind. Ind.

Ind. 55. 55. 55. Ind. 100. 100. 100. Ind. Ind. Ind.

Ohio... Ind. 55. 55. 55. Ind. 105. 105. 105. Ind. Ind. Ind.

Ind. 55. 55. 55. Ind. 110. 110. 110. Ind. Ind. Ind.

Ohio... Ind. 55. 55. 55. Ind. 115. 115. 115. Ind. Ind. Ind.

Ind. 55. 55. 55. Ind. 120. 120. 120. Ind. Ind. Ind.

Ohio... Ind. 55. 55. 55. Ind. 125. 125. 125. Ind. Ind. Ind.

Ind. 55. 55. 55. Ind. 130. 130. 130. Ind. Ind. Ind.

Ohio... Ind. 55. 55. 55. Ind. 135. 135. 135. Ind. Ind. Ind.

Ind. 55. 55. 55. Ind. 140. 140. 140. Ind. Ind. Ind.

Ohio... Ind. 55. 55. 55. Ind. 145. 145. 145. Ind. Ind. Ind.

Ind. 55. 55. 55. Ind. 150. 150. 150. Ind. Ind. Ind.

Ohio... Ind. 55. 55. 55. Ind. 155. 155. 155. Ind. Ind. Ind.

Ind. 55. 55. 55. Ind. 160. 160. 160. Ind. Ind. Ind.

Ohio... Ind. 55. 55. 55. Ind. 165. 165. 165. Ind. Ind. Ind.

Ind. 55. 55. 55. Ind. 170. 170. 170. Ind. Ind. Ind.

Ohio... Ind. 55. 55. 55. Ind. 175. 175. 175. Ind. Ind. Ind.

Ind. 55. 55. 55. Ind. 180. 180. 180. Ind. Ind. Ind.

Ohio... Ind. 55. 55. 55. Ind. 185. 185. 185. Ind. Ind. Ind.

Ind. 55. 55. 55. Ind. 190. 190. 190. Ind. Ind. Ind.

Ohio... Ind. 55. 55. 55. Ind. 195. 195. 195. Ind. Ind. Ind.

Ind. 55. 55. 55. Ind. 200. 200. 200. Ind. Ind. Ind.

Ohio... Ind. 55. 55. 55. Ind. 205. 205. 205. Ind. Ind. Ind.

Ind. 55. 55. 55. Ind. 210. 210. 210. Ind. Ind. Ind.

Ohio... Ind. 55. 55. 55. Ind. 215. 215. 215. Ind. Ind. Ind.

Ind. 55. 55. 55. Ind. 220. 220. 220. Ind. Ind. Ind.

Ohio... Ind. 55. 55. 55. Ind. 225. 225. 225. Ind. Ind. Ind.

Ind. 55. 55. 55. Ind. 230. 230. 230. Ind. Ind. Ind.

Ohio... Ind. 55. 55. 55. Ind. 235. 235. 235. Ind. Ind. Ind.

Ind. 55. 55. 55. Ind. 240. 240. 240. Ind. Ind. Ind.

Ohio... Ind. 55. 55. 55. Ind. 245. 245.